SECTION 4

AUROUS MINE - WILSON ISLAND

The journey to Wilson Island on Aug.3 took about 3 hours with calm waters as the wind had died rather suddenly in the evening. The fleet was parked in a small bay for the night and moved the next morning to a small gravel beach about 200 yards east of the actual mine site. A small ATV road was pushed by the lower then up to,the upper shaft. Sand, cement and a cement mixer were transported to each site where the shafts were capped with reinforced concrete and duly autographed. A large grocery order and some electrical supplies arrived at 5:30 PM by twin otter on the evening of the 4th. So as not to miss a sailing window to DeStaffany, it was decided to spend three hours of overtime and finish the capping and loading that evening. This was accomplished by 11:00 PM. The winds became calm once again as darkness fell. Departure for DeStaffany occurred two hours later.

OUTPOST ISLAND
OPERATED 1955-1962
SITE RESTORED IN 1994
UNDER A PROGRAM FUNDED BY
THE ARCTIC ENVIRONMENTAL STRATEGY

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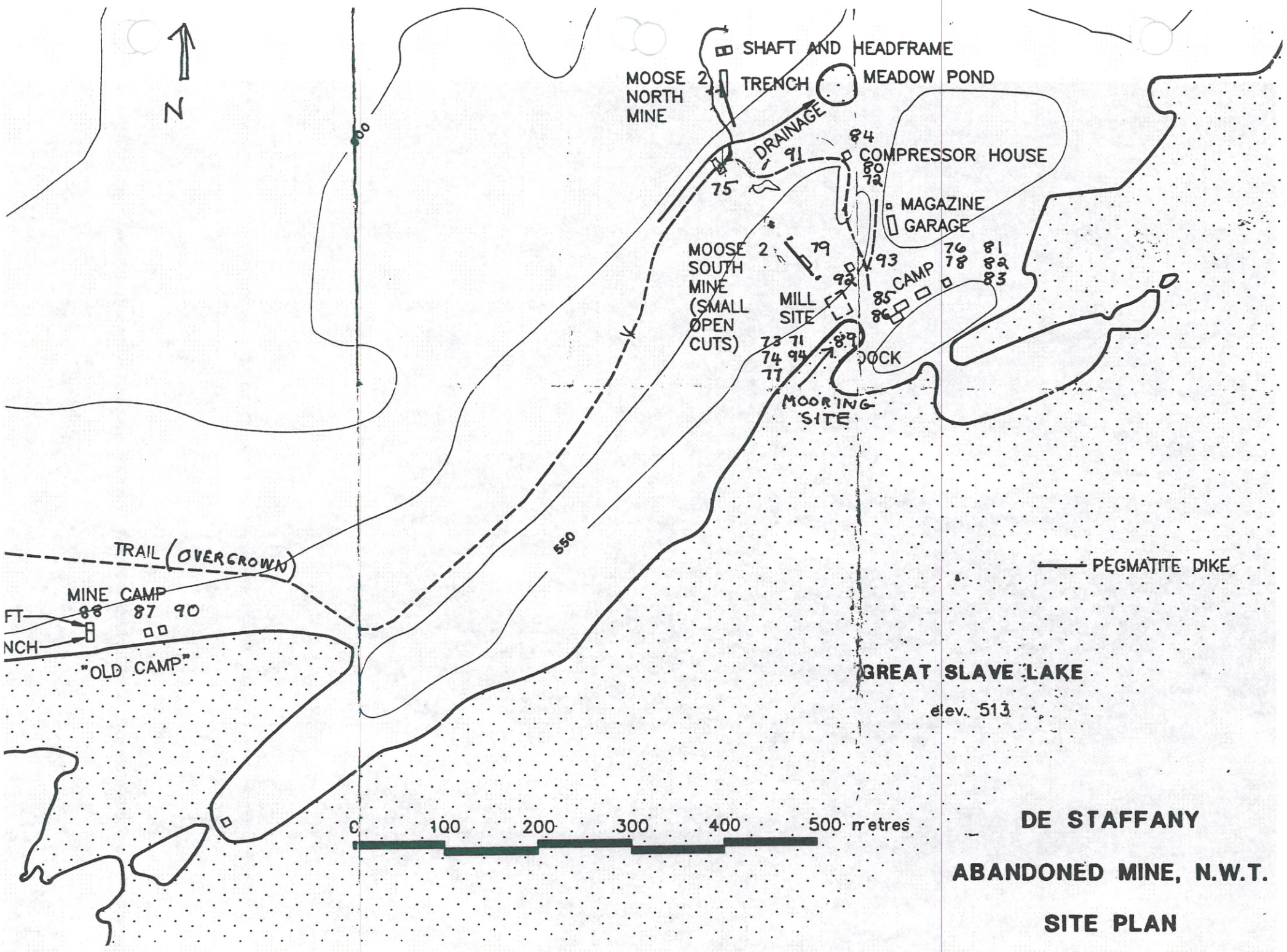
and domestic metal debris. The two, Mill Cove and Old Camp, are connected buy an overgrown trail. Although Mill Cove had been visited by a clean up crew and barge the previous year, a great deal of the site had yet to be visited.

A large portion of the work to be done at Destaffany, once asbestos was removed from the buildings, was to burn these buildings as well as the numerous other ancillary structures which were all in various states of collapse. A fire ban was in place at the time so all burning was delayed and the waste wood and brush were condensed into some nine different locations in preparation for burning. Seven drums of asbestos products were collected and approximately twenty tons of steel were either collected or placed in an open mine shaft at the north end of the site 1\4 mile away. This shaft was then capped with reinforced concrete. Trail grooming proceeded concurrently with other work in progress.

Communication with Yellowknife up to the fleets arrival at DeStaffany had been accomplished via the Northwest Tel' radio telephone system. This occurred usually in the mornings and evenings on a regular basis but proved to be impossible at DeStaffany and at the other sites further east as well. The H/F radio on board the tug Hugh A. Young was assumed to be working and would be relied on for outside communication particularly in case of an emergency. The radio was first found to be unusable on Aug. 16, requiring the tug to sail to Gros Cap at midnight to establish contact with Jack Poitras and advise him of our situation and request replacement equipment. All chainsaw use was suspended as the consequences of an accident with this equipment without

immediate medical attention could ultimately prove to be fatal. Radio contact was re-established on Aug. 20. and the chainsaw ban was lifted.

On the evening of Aug. 22 it began to rain heavily and continued doing so until the next day. This tapered off to lighter continuous showers for two days during which time all of the buildings and waste wood were burned and the sites groomed. As all other work was completed due to the delay caused by the fire ban, once burning was complete, the fleet sailed for the next clean up location at Thompson Landing at 6:30 PM on Aug 25.



DE STAFFANY

ABANDONED MINE, N.W.T.

SITE PLAN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SECTION 6 - 7

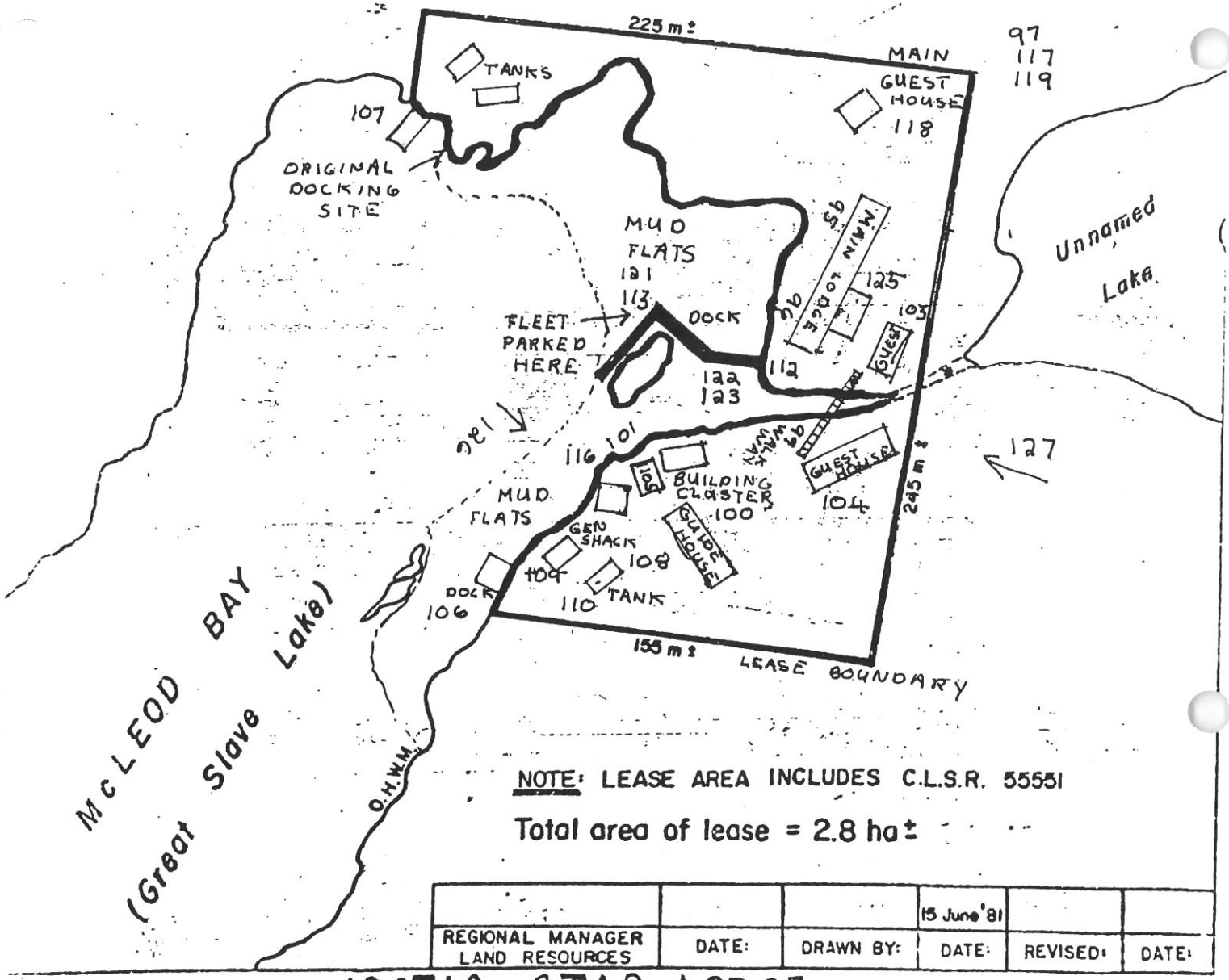
THOMPSON LANDING \ ARCTIC STAR LODGE

On Friday Aug. 26 after sailing all night, the fleet was abeam of Thompson Landing enroute to Arctic Star Lodge. Three boats and crew were sent to recon an additional site known to one of the crew and pick up some eighty bags of general garbage stored inside a converted oil tank. This was done while the tug and barges were still underway to Arctic Star Lodge and a rendezvous was made further along the channel. The fleet arrived at Arctic Star on the evening of Friday Aug.26. and parked across the bay from the lodge site as the water was too shallow for a direct approach.

On Sat Aug 27, a small plane brought two crew members and the superintendent,in town on business,to the lodge site. Work previously begun on a ATV trail to the lodge was abandoned due to the extreme ruggedness of the trail and another try was attempted at the lodge site itself to establish a landing for the barges, particularly the Aurora Surveyor with the shredder on board. The large number of drums,tanks and other sheet metal items made volume reduction by shredding mandatory as there was no adequate burial site available. The waste material would have to be loaded on board the barges with limited space available. This procedure was complicated by the fact that the water was too shallow to bring the barges closer than 100 feet to shore anywhere near the lodge. A landing was made at an old wooden dock at the lodge site which was then repaired so as to support ATV traffic and the site clean up was begun in earnest on Mon. Aug.29.

The waste inventory at the lodge site was of a different nature than what had been encountered at the previous clean up locations. A 300 ft building had burned to the ground leaving behind a collection of burnt appliances, furnaces, bed frames, ceramics, sewage tanks (some full) and large amounts of nails. This was all collected, shredded where necessary, and loaded into bins especially constructed for handling this type of waste. Additional buildings,six in all, including a generator shack c/w generator were burned and all metal was removed. Thirty pounds of freon were collected from a commercial sized cooler with AES freon recovery equipment. The main garbage incineration site for the lodge was discovered about a half a mile further down the lake and approximately 75 large bags of domestic garbage were collected and transported to the ship by boat. A helicopter, flown by the superintendent, was used from Sept.03 on to assist in loading heavier items on board and transporting dock sections and waterlogged cribbing to burn piles. One medevac was flown as well. Without direct shore access, a helicopter proved invaluable in transporting materials and equipment from ship to shore and about the site and a great deal of time was saved cleaning up. The time factor was crucial to the project as the remaining clean up work was set on a very tight schedule and could easily be disrupted by bad weather. Two large fuel tanks (6x12 and 8x16) were placed on skids, hauled into the water with the tug and were loaded on barges. All buildings and docking were burned, the sites groomed and remaining debris in waste barrels were loaded on board for a departure to Snowdrift at 6:00 PM on Sun. Sept 11.

QUAD 75-L-16
SCALE: 1:2500



NOTE: LEASE AREA INCLUDES C.L.S.R. 55551

Total area of lease = 2.8 ha±

			15 June '81		
REGIONAL MANAGER LAND RESOURCES	DATE:	DRAWN BY:	DATE:	REVISED:	DATE:

ARCTIC STAR LODGE

* NUMBERS DENOTE PICTURE NUMBER REFERENCE.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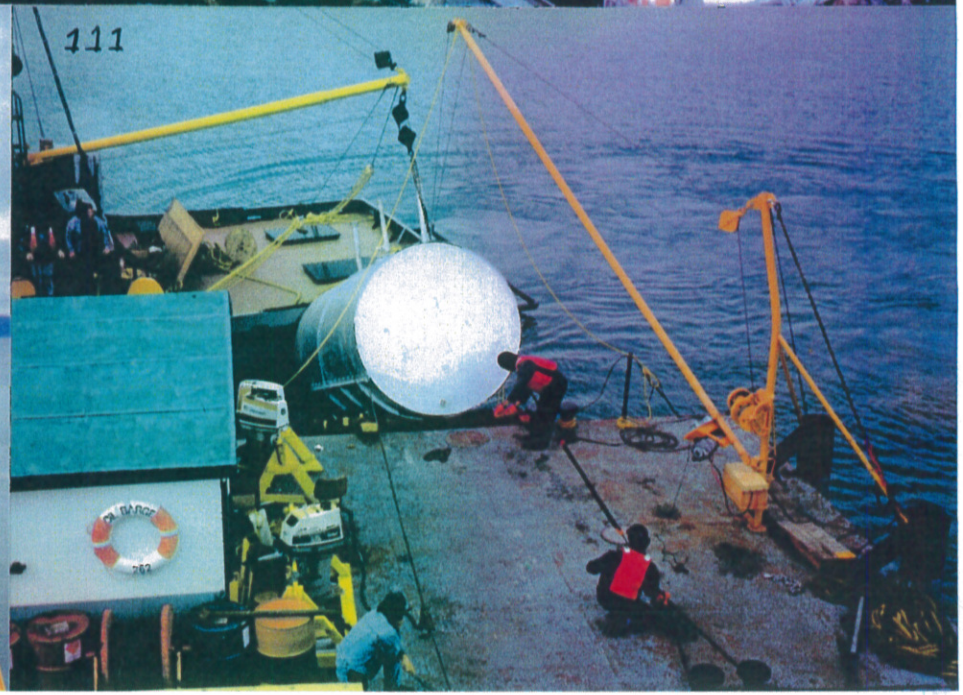

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SECTION 8

THE COMMUNITIES

It was decided to include a community demonstration of the shredder and various equipment at this point in the project before beginning the final site clean up at Copper Pass. Upon leaving Arctic Star Lodge, the fleet sailed for the Dene community of Snowdrift (Lutsel Ke) and arrived there the evening of Sept. 12. After making the necessary arrangements for equipment and personnel, the shredder was driven to the local landfill site and a demonstration of its function was given using various items collected from around town and at the dump itself. Approximately thirty people were on hand for the demonstration. Bill Carpenter was present to arrange a community clean up in cooperation with the band council using local labour. The demonstration proceeded successfully and the shredder was loaded on board the Aurora Surveyor the following morning. The fleet departed Snowdrift at 3:00 PM on Sept. 15, and arrived at Copper Pass early the following morning.

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SECTION 9

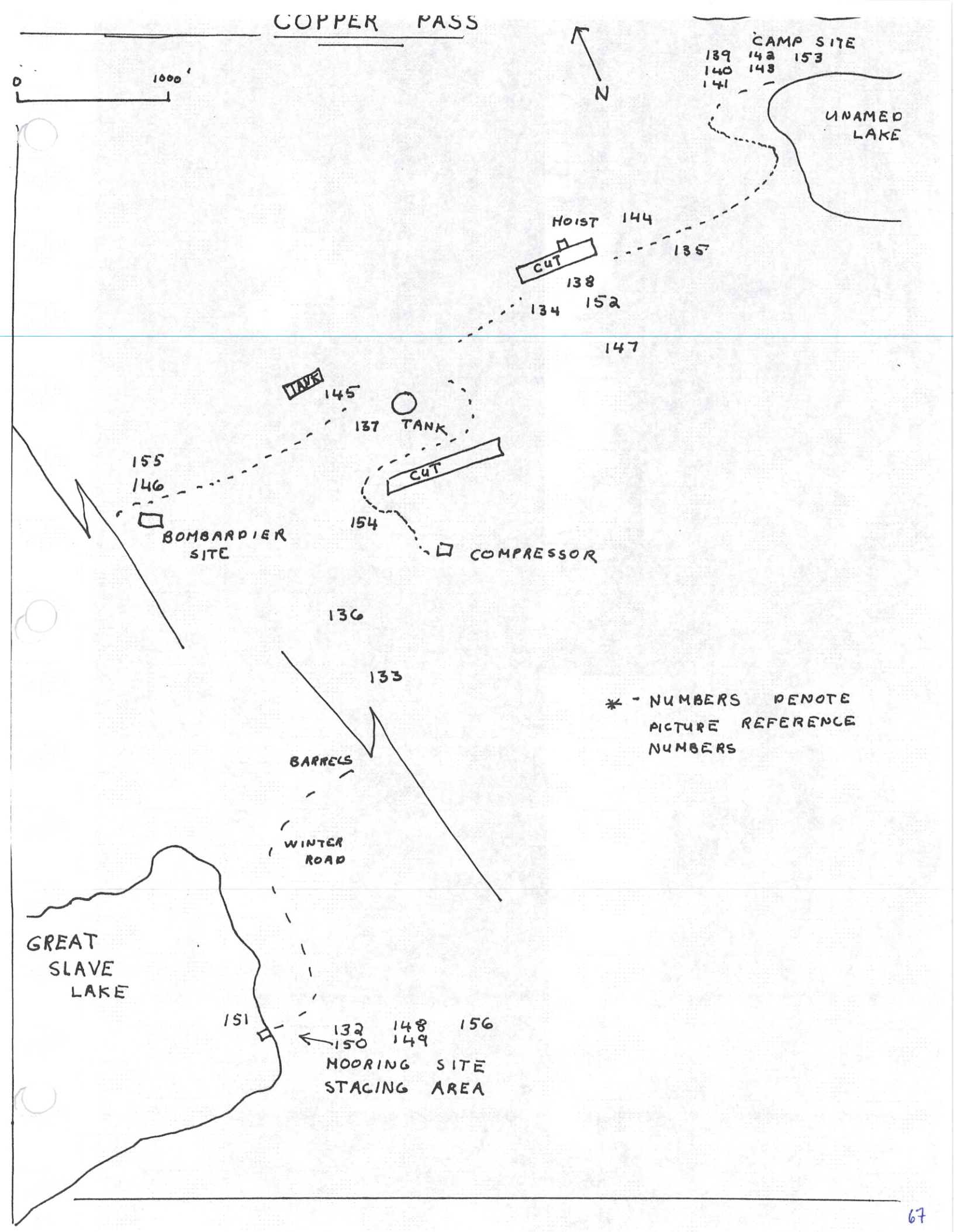
OLD HEARNE CHANNEL MINESITE (COPPER PASS)

Copper Pass was a late addition to the clean up itinerary. It was decided to clean this site as the opportunity to have the required equipment in place at this remote location might not present itself again. This site was different again from any of the previous ones as it was approximately 8 kilometres inland at the end of an overgrown winter road. It contained approx. 200 drums, a large amount of steel in tank and plate form, various pieces of mining equipment scattered in the bush and a campsite. This was spread out over the last 3/4's of a mile along the road into the site. The main area where the majority of the clean up items were located consisted of two separate clearings with a trench at each one where high grade nickel-copper ore was removed and transported to Great Slave Lake in the 60's. Helicopter support was deemed mandatory as ground transportation to the site would have required extensive road work in swampy areas with little or no fill available and mobilizing by road would ultimately require too much of the limited time available for clean up work.

Previous arrangements had been made for a press tour at Copper Pass. This occurred on Sept 21 and a total of 15 people arrived by twin otter to the main docking area where they were given a tour of the boats and then taken by helicopter to the main workplace.

Work on the site was planned to coordinate around the efficient use of the helicopter as a personnel carrier and aerial crane. An effort was made to have the helicopter carrying a payload at all

times as the helicopter travelled to and from the site. Copper Pass was an excellent opportunity for the entire crew to become trained for a helicopter support role in a full scale industrial application. Drums were gathered and slung 20 at a time to a staging area at the boat landing site and then shredded into bins. Nineteen submerged drums at the main docking area were recovered and shredded as well. A generator and plasma cutter were slung in to cut up a 10,000 gal. and a 2,000 gal. fuel tank and the sections were bundled and slung to the ships. Waste wood was piled and burned along with one building at the main site and four buildings in various states of repair at the camp site. A drum hoist, bombardier snow tractor and an air compressor were dismantled to 1000 lb sections and brought to the boats. Twenty five bags of insulation and domestic debris along with a 6x8 trailer were removed from the campsite before the buildings were burned and the site groomed. About five tons of miscellaneous steel was collected and brought to the barges as well. A total of 42.5 hours of helicopter time was used for this phase of the project including press tour support and ferry time. It is estimated that 17 hours of the 42.5 were spent on hauling to the ships. At an average of 4000 lbs/hr this will be approx. 34 tons of mostly steel returned for disposal to Yellowknife. Once again the metal shredder proved to be a crucial factor in reducing the volume of drums and debris to a manageable size for this operation. A fully loaded flotilla left Copper Pass at 3:00 PM on Sept. 29 and docked at a very crowded government wharf in Yellowknife the following afternoon.


COPPER PASS
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CAMP SITE
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BOMBARDIER SITE
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BARRELS
WINTER ROAD
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MOORING SITE
STAGING AREA

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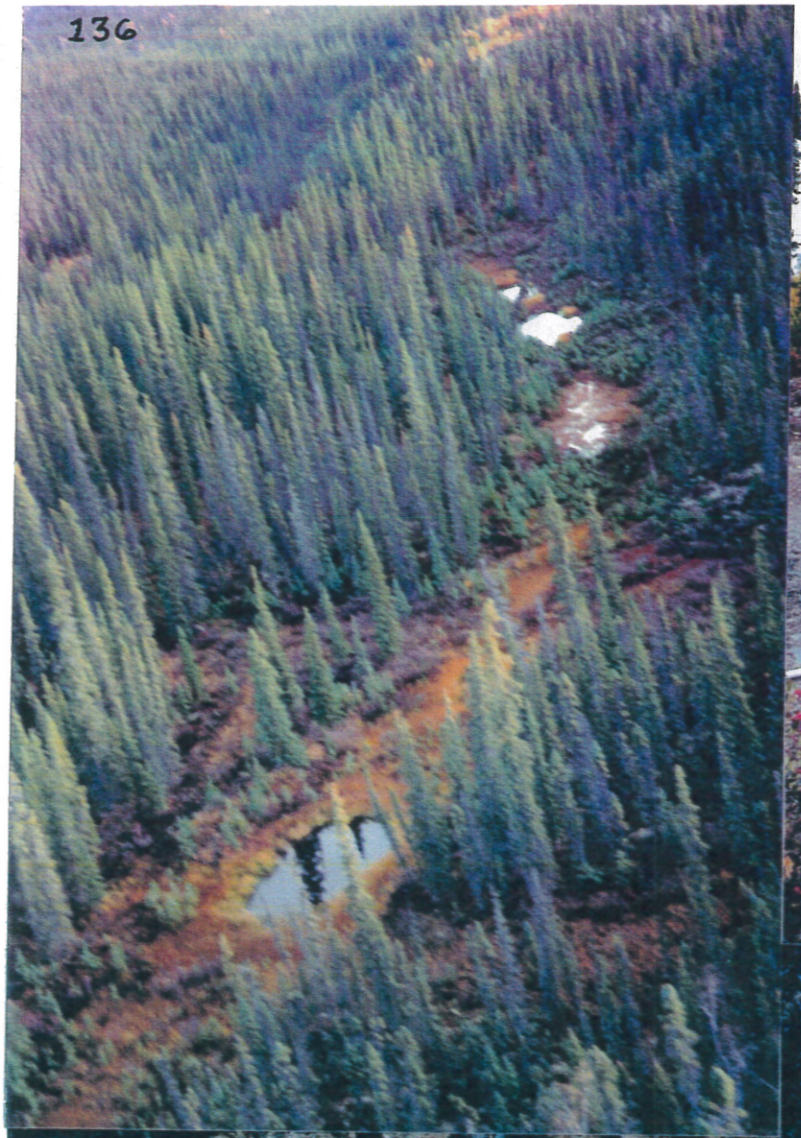
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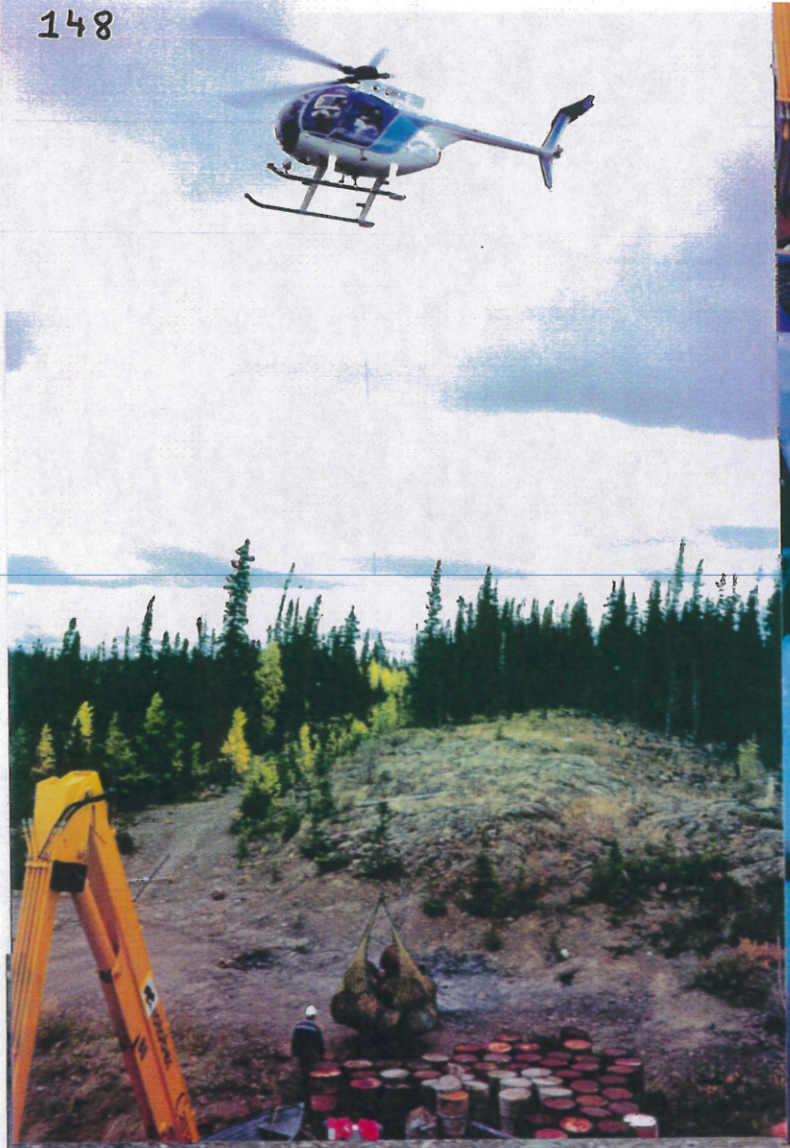

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SECTION 10

DEMOBILIZATION

It was decided shortly after arrival on Friday afternoon to give a very tired crew the weekend off before proceeding with unloading arrangements. A skeleton crew was maintained for rotating watch duty. Windy conditions on Monday prevented unloading until the following day which began with the arrival of two city of Yellowknife dump trucks to begin hauling shred to the landfill and a thirty ton crane to lift the oil tanks off of the barges they were respectively on. As DPW had a fixed haul out date in Hay River for its tugs and barges on Sept. 14 , first priority was given to unloading DPW equipment of the accumulated materials including a total of 83 waste drums. These were loaded on palettes for trucking to the landfill under a prior arrangement made between the City of Yellowknife and DIAND. Shredded steel was loaded into dump trucks using the grapple arm on the shredder. From displacement figures measured on the two DPW barges which contained the majority of material, approximately sixty tons of waste that could not be buried at the various sites was taken to be landfilled. Final items were exchanged as inventories were straightened out between DIAND and DPW and the Hugh A Young and four barges left Yellowknife on Saturday Oct 08 for Hay River. Two men and the superintendent were left to unload the remaining cargo on the Aurora Surveyor. This consisted mostly of DIAND equipment and stock as well as a large part of the dismantalled machinery from Copper Pass. The shredder and support tools, groceries from the ships stores and shredder

parts inventory were taken to the DSS warehouse for later sorting and inventory. The remaining machinery on palettes was taken to the compound as well where it was to be evaluated value before disposal. On Oct. 15 the last employee on the Metis Nation payroll was laid off and the Aurora was returned to its moorage on Oct 17 when wind permitted. The superintendent, Gary Vaillancourt, spent the remaining service contract time with repair and maintenance of equipment used during the summer, sorting and returning to inventory the by now extensive collection of tools,vehicles and supplies and producing this report for submission.

SECTION 11 - MISCELLANEOUS

Green flotilla says bon voyage to YK

Great Slave cleanup to hit Lutsel K'e, Fort Resolution and Hay River

The flotilla of boats and barges destined for another summer of Great Slave Lake cleanup slipped off the Yellowknife Bay docks Monday at 1 a.m.

The official sendoff was July 1, but the student crew and vessels, led by the tugboat Hugh A. Young, stayed behind while safety procedures and other pre-trip education and training was conducted.

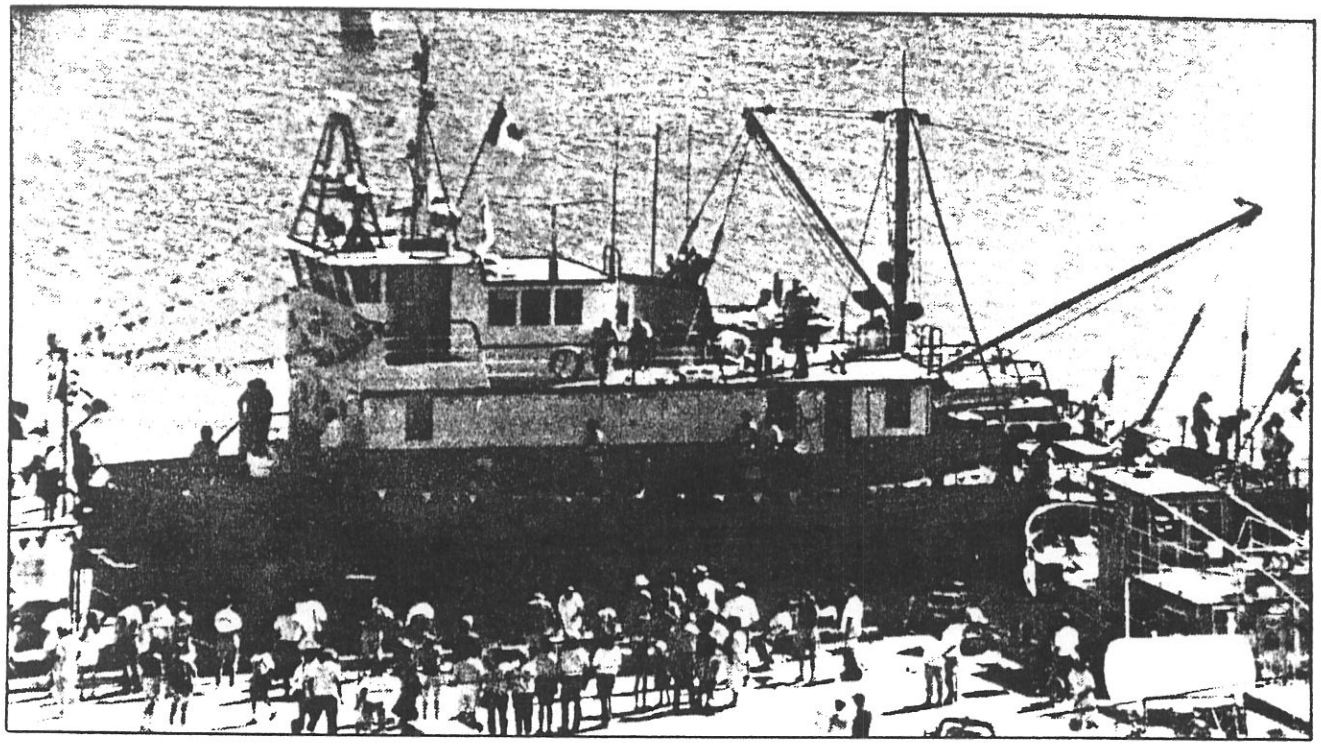
All day Sunday, the summer sailors practised "stringing out the barges," a procedure used during stormy weather.

But the waters couldn't have been calmer as the flotilla departed with a single horn blast farewell.

Funded by the federal Arctic Environmental Strategy, the project initiated by the Metis Nation spent almost $550,000 in its first two seasons, cleaning up about 1,320 cubic metres of garbage and debris around Great Slave Lake.

With a training component and community cleanups in Lutsel K'e, Fort Resolution and Hay River, this year's expedition is expected to cost about $500,000.

Metis Nation president Gary Bohnet says he hopes the cleanup project can be extended down the Mackenzie River in coming years.



NNSL photo

The Hugh A. Young is towing the barge for the 1994 Great Slave Lake cleanup. The project was initiated by Metis Nation and funded through the Arctic Environmental stategy.

Girl takes law into own hands

by Liza Sardi
Northern News Services

A girl who scratched the of a man who allegedly ually harassed her friend Davis. The 15-year-old pleaded guilty to mischief in territorial court on Monday.

The girl was leaving a restaurant in the Panda II

The court heard that outside of her part-time job, the girl is an athlete and a volunteer.

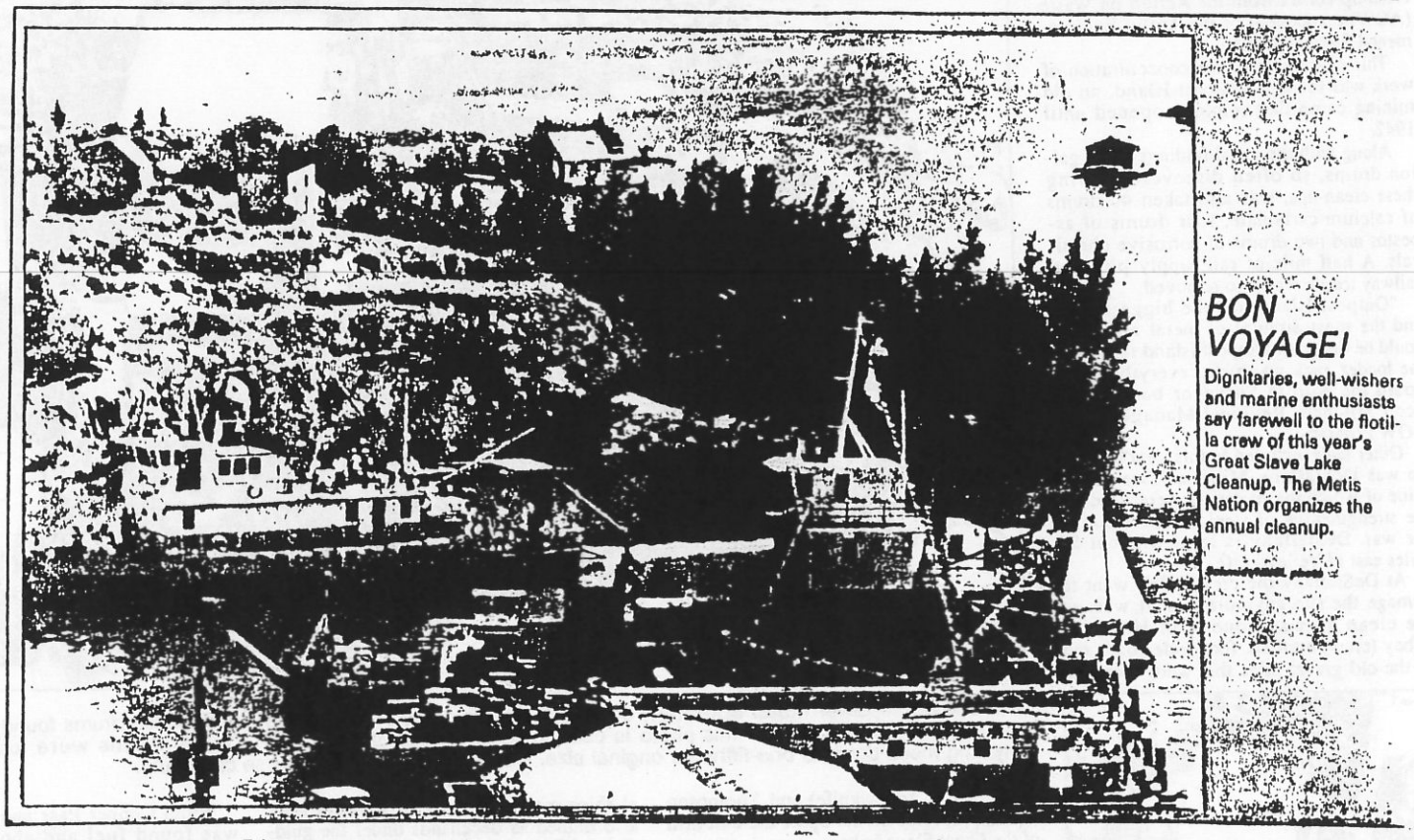
She is also d student,

news/north

MONDAY, JULY 11, 1994

B/SECTION

TV Listings, B5



BON VOYAGE!

Dignitaries, well-wishers and marine enthusiasts say farewell to the flotilla crew of this year's Great Slave Lake Cleanup. The Metis Nation organizes the annual cleanup.

Great Slave cleanup heads into third year

Northern News Services

With the July 1 ceremonial launch over all that remains for the real start of this year's Great Slave Lake cleanup is some training of the crew.

The flotilla of five barges, including one with living quarters, and the tugboat Hugh A. Young remains tied up in Yellowknife Bay pending boat safety, first aid and hazardous materials training of its 13-student crew.

This is the third and last year of a project the Metis Nation proposed under Northern Affairs' Arctic Environmental Strategy.

The hope in future years, says Metis Nation president Gary Bohnet, is to spread the cleanup campaign along the Mackenzie River.

East Arm, Lutsel K'e, Fort Resolution and Hay River among targets

This year, the crew, complete with metal shredder, starts at Outpost Island and then moves on to several large, abandoned industrial sites along the East Arm of Great Slave.

New this year, local crews in Lutsel K'e, Fort Resolution and Hay River will complete community-wide cleanups before the garbage flotilla arrives to help get rid of the waste.

Bill Carpenter, environmental director with the Metis Nation, says the fleet is expected to depart on its almost three-month mission very soon.

In the past two years, the federal government has spent more than $540,000 on t program, which collect 1,320 tonnes of debris alo the lake.

Carpenter estimates th year's more ambitious pr gram will cost abo $500,000.

This year's staff and cre helped repaint and re-outl the floating vessels, donat by Public Works Canada.

Inuvik rethinking Arctic Winter Games plans

Competition was no surprise, Yellowknife leaders say

Northern News Services

Inuvik Mayor Tom Zubko says his community will have to rethink its plans to bid for 1998 Arctic Winter Games in the face of competition for Yellowknife.

But civic leaders in the capital say no one should be surprised by the application.

Despite a report in late June saying Inuvik was the only community left in the running, local officials say Yellow-knife's bid for the biennial event has been there all along.

Ald. Dave Lovell said council discussed the bid at an aldermen's briefing. "It was automatically yes," he said.

Yellowknife's notice of intent — received May 31, one day before the deadline — surfaced last week.

The letter lay unknown to the public for most of June. It had been misplaced in transit during a cabinet shuffle earlier in the month. Silas Arnaq'naaq, the minister formerly responsible for the games, was moved out of the Municipal Affairs portfolio. Rebecca Mike is the new Municipal Affairs minister in the running to host the 1998 circumpolar celebration of sports and culture.

Fort Smith had considered entering a bid, but dropped its plans early in June after a public meeting.

At that time, Zubko said Inuvik can't compete with Yellowknife's facilities or pool of volunteers when it comes to impressing the games' international committee, which will select the 1998 site.

Inuvik has never hosted the games before.

Yellowknife Mayor Pat McMahon said last week the city

Missing girls search continues

'Things are definitely positive, not negative'

Northern News Services

RCMP say they are making progress in the investigation into the disappearance of four young women in the Yellowknife area in recent years.

They are not commenting on details of the investigation.

"Things are definitely positive, not negative," said Const. Mike Luciak, one of several officers involved in the investigation.

Luciak is working full-time on the death of Mariella Lennie, a 17-year-old Fort Norman girl who disappeared

ance of Mary Rose Keadjuk, a 25-year-old from Coppermine. She was last seen in Yellowknife June 1990.

Morrison said he is confident RCMP are making headway, but added arrests are not imminent. RCMP are also investigating the disappearances of Charlene Catholique and Leona Brule.

Catholique, a 14-year-old from Lutsel K'e, came to Yellowknife to attend the Dene national assembly in Rae-Edzo in 1990. She was last seen on the road between Yellowknife and Rae-Edzo July 22.

Charlene Catholique from Lutsel K'e has bee missing since 1990. Sh was last seen on the roa between Yellowknife an

Oil drums and tons of garbage in Metis Nation clean-up

by Sandi Stanway

Year three of the Metis Nation clean-up is about the end, and thanks to the dents, and full time employees, tons garbage has once again been cleaned up from sites around Great Slave Lake.

The funding for the Great Slave Lake clean-up comes from the Action on Waste (AOW) component of the Arctic Environmental Strategy (AES).

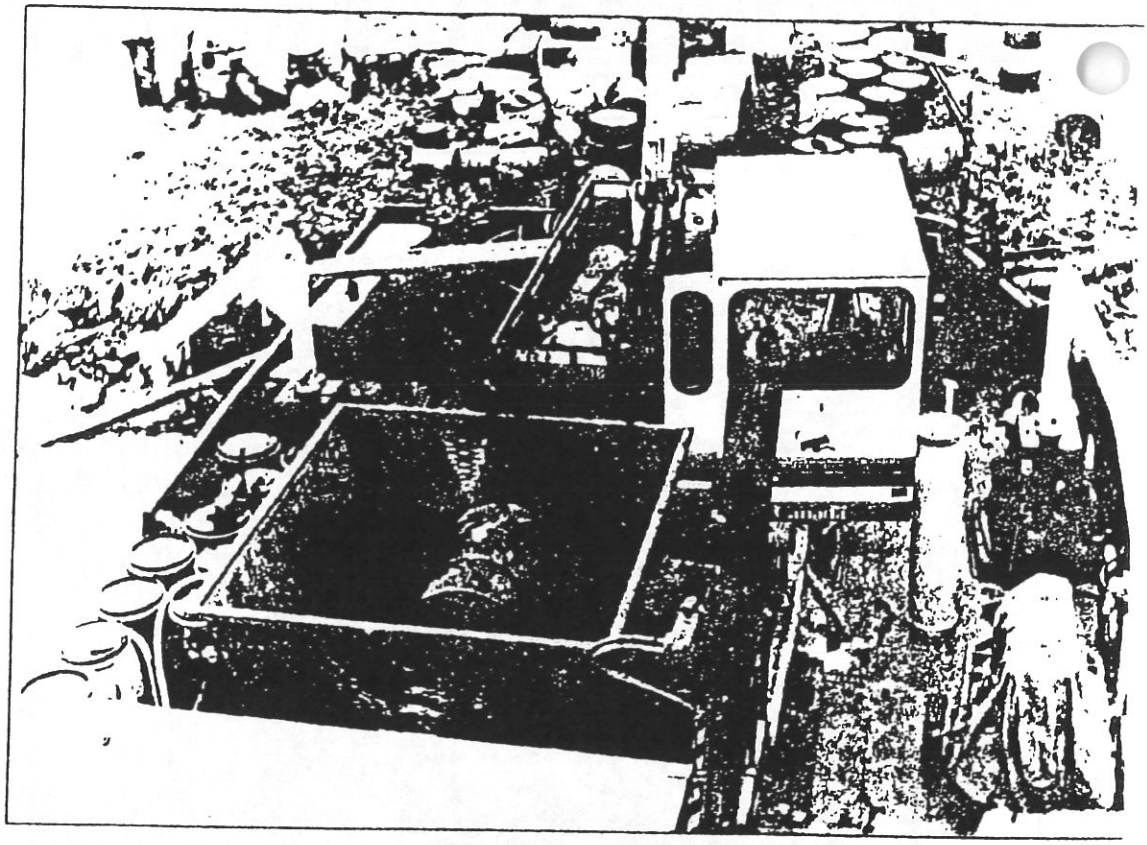
This year much of the concentration of work was towards Outpost Island, an old mining camp that remined opened until 1942.

Along with the usual findings of 45 gallon drums, so often discovered during these clean-ups, was also taken 40 drums of calcium carbonate, four drums of asbestos and two drums of corrosive chemicals. A half mile of rail supply pipe and railway trestle was also removed.

"Outpost Island had the biggest mess and the most amount of metal and work could be done. At Outpost Island they used the loader, pick up trucks, everything" on board the Aurora Surveyor barge, says Scott Mitchell, Regional Manager AES, AOW Program.

Other sites included in this year's clean-up was DeStaffany Mine, a "rare earth" mine of which the materials were used for the strengthening of steel products during the war. DeStaffany is located about 50 miles east of Yellowknife.

At DeStaffany the crew didn't want to damage the site anymore than it was, so the clean up was done with Honda's. "They (crew) built six foot wide roads out of the old gravel piles that were there, so



The 500 horsepower metal shredder, dubbed T-Wrecks, you see in the foreground of this photo is used to reduce anything metal down to one-fifths its original size. Most of the shredding was of 45 gallon drums found in the clean-up. The metal drums were loaded shredder by the use of a crane.

Cable is attached to the bottom of a helicopter to lift drums out of mine site.

he site now has these green little trails all ocked out like a walking trail and it walks ou around the mine. We didn't disturb the atural vegetation," says Mitchell.

"When we do an environmental clean-p we want to do it environmentally cor-ect. We want to do a job that's not some-ing we have to go back to, and also to do with the least amount of environmental amage as possible," Mitchell adds.

n-up also included just a couple of vork at Arctic Star Lodge (120 miles east of Yellowknife) and Thompson Landing, located on the tip of the east arm of the Great Slave Lake.

The Lodge one time was a fishing lodge and in 1982, a fire was set to the cabins. In 1993 a court case pinned the fires on arson. The Metis Nation cleaned up the site and the land will be turned over to the Crown. As part of an agreement, the site must be returned to its original state to relinquish the lease.

At Thompson Landing (10 miles west of Arctic Star Lodge) about 80 garbage bags of waste were removed. The difference with this site in terms of cleaning is that there is no place for the people at the landing to put their waste. Once upon a time the government told the owners to burn the garbage and put it into some old 10,000 gallon tanks. The program allowed the bags of garbage to be picked up by the Metis Nation.

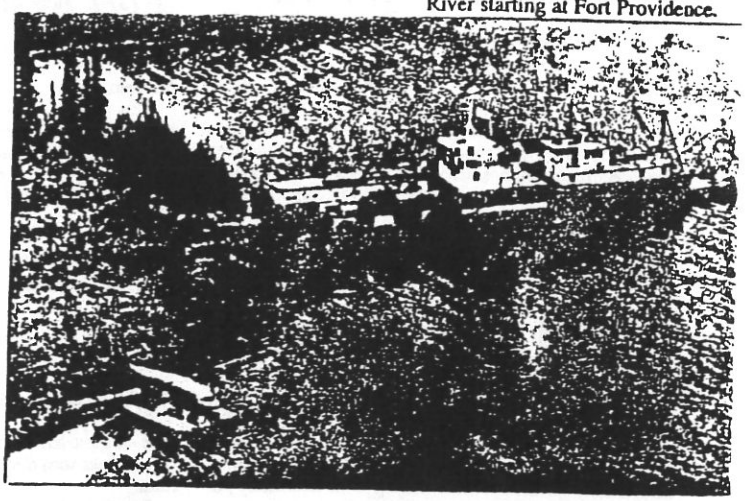
Along with cleaning up the sites and the satisfaction of earning money for a summer job, students in the past left with nothing more. This year it was thought that if they were trained and received some certification it would give them something to make them more employable.

The students were trained in first aid, fire and marine safety, rope splicing, WHMIS, operation of a metal shredder, plasma cutter, metal cut-off saws, chain saws and fire suppression equipment, as well as boat handling, helicopter support, and general ships maintenance. Two students were also trained as deckhands under the guidance of Department of Public Works personnel.

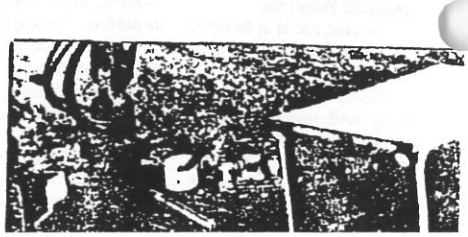
The media was flown into Copper Pass staging area, located about 40 miles west of Lutsel K'e, to get a first hand look at one of the sites.

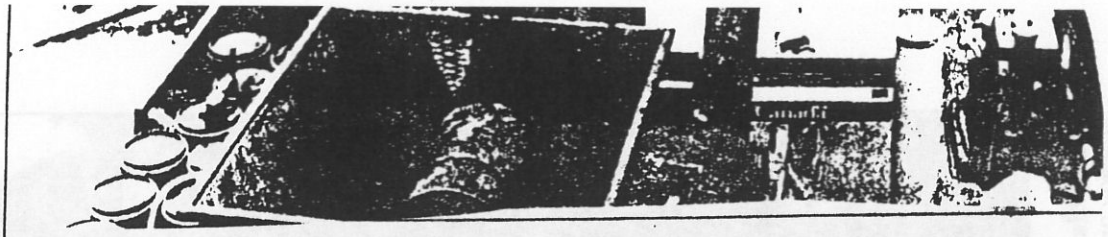
From Copper Pass and the stag was found fuel and about 100 drums. The drums and anything th metal garbage was put into a shred cut down to one-fifth its original siz metal will be taken to a recycling pl

Next year's phase of the progra see the project go down the Mac River starting at Fort Providence.



An aerial view of the Copper Pass storage area and the barges that n "home" for the workers.





Cleaning up Arctic litter to cost over $200 million

VICTORIA (CP) — U.S. military debris is littered across Canada's Arctic and there will be a multi-million-dollar clean-up bill, says the leader of a scientific group conducting a study for Ottawa.

Cleaning up half the 42 former DEW (Distant Early Warning) radar sites will cost about $200 million, predicts Ken Reimer, a professor at Royal Roads Military College in Victoria.

"Negotiations with the American government on cost-sharing are about to start in earnest now Canada has a clear idea of what the costs will be," he said.

Those 21 sites were built and run by the U.S. from 1957 until they were handed over to Canada's defence department between 1989 and 1993.

But the unestimated cost of cleaning up the other 21 DEW Line sites, abandoned by the United States in the early 1960s, will fall entirely on Canada.

"Canada's not seeking cost-sharing for those — history has overcome us," said Reimer, whose team has studied all 42 sites.

There is no evidence of horrors such as a suspected toxic dump in Rainy Hollow, B.C., but Canada must clean up everything from abandoned vehicles to PCBs, Reimer said.

"There are some spills of transformer fluid, some leaded fuel spills and other things yo might expect when somethin has been in use for 35 years.

"We've been looking at ho these chemical spills can infl ence the Arctic environment."

will be taken to a recycling pl

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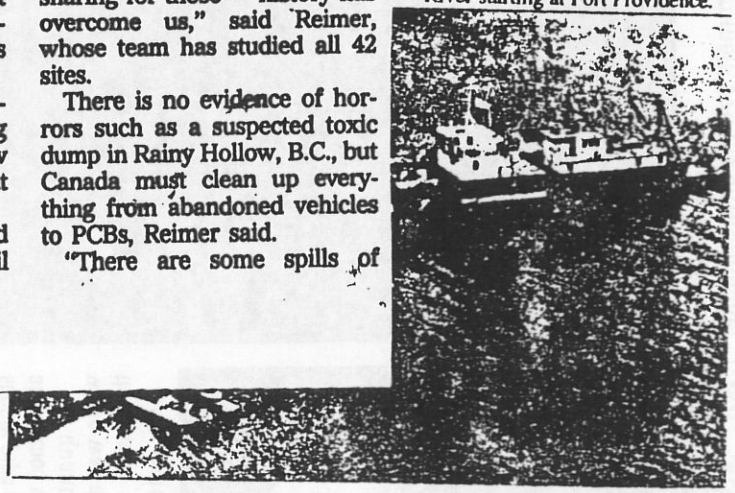
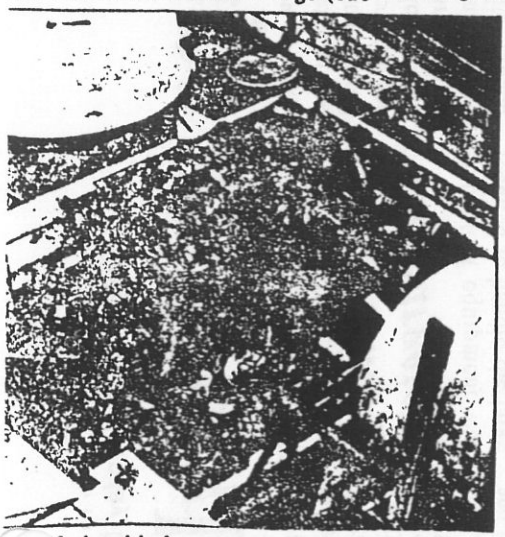
"When we do an environmental clean-... we want to do it environmentally cor-...t. We want to do a job that's not some-...ng we have to go back to, and also to do ...with the least amount of environmental ...mage as possible," Mitchell adds.

Clean-up also included just a couple of ...urs work at Arctic Star Lodge (120 ... ...ification it would give them something to make them more employable.

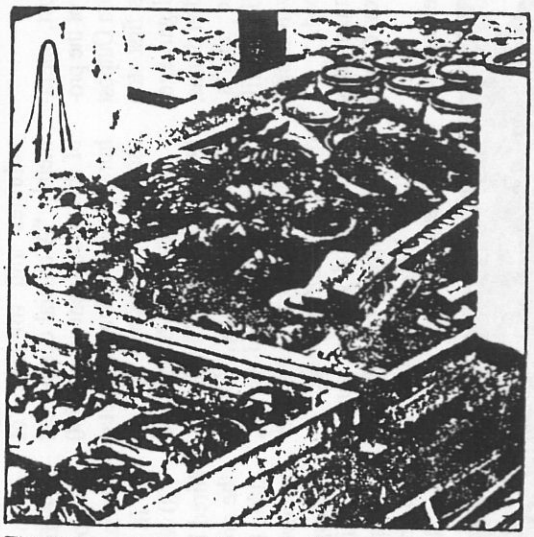
The students were trained in first aid, fire and marine safety, rope splicing, WHMIS, operation of a metal shredder, plasma cutter, metal cut-off saws, chain saws and fire suppression equipment, as well as boat handling, helicopter support, and gener-



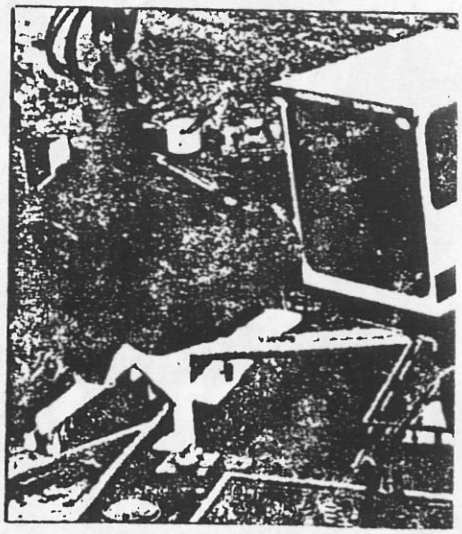
An aerial view of the Copper Pass storage area and the barges that ... "home" for the workers.



... shredded metal, like the one seen above, ...r garbage line the deck of the Aurora ...veyor at the Copper Pass storage area, following area clean-up.



This huge six foot deep garbage container holds the remains of junk from many camps along Great Slave Lake.



The crane holds oil drums in its claws as around to drop the drums into a metal shredde

83

Great Slave cleanup wraps up third year

Brown/NNSL photo

The Metis Nation took advantage of the federal government's Arctic Environmental Strategy program this summer and sent young people around Great Slave Lake. Last week the crew and garbage was back in town. It has taken days to unload the garbage

by P.J. Harston
Northern News Services

A cleanup program funded by the federal government and initiated by the Metis Nation completed its third year of work on former mining, tourist and community sites around Great Slave Lake.

Gary Vaillencourt, operations superintendent of the project, said that while on Outpost Island — this year's first stop — workers bagged garbage, shredded 100 45-gallon drums, capped two mine shafts, removed half-a-mile of rail, supply pipe and railway trestle, and burned waste wood.

A quantity of hazardous waste was also removed from the island.

Tourist and former mining sites targeted

He said an extensive amount of equipment was required to handle the large volumes and tonnages of metal. "A crucial component of this equipment was a 500 horsepower hydraulic metal shredder," Vaillencourt said.

The crews also travelled to Lutsel K'e, Arctic Star Lodge, Thompson Landing, Copper Pass, DeStaffany, and Aurgus, said Jack Poitras, field manager of operations for the project.

The metal was eventually taken to Hay River, he said, where it will be stored for future use or sale.

"It's a joint community and government effort to preserve the environment for future generations," said Gary Bohnet, president of the Metis Nation.

"We believe this effort is important for the environment and brings together stakeholders to work co-operatively and benefits everyone with local employment, training and education."

In three years, more than 120 NWT students have been hired by the Metis Nation for the project, and some 43,000 cubic feet of garbage has been removed from numerous sites. Fishing camps were a primary focus in the previous years.

Funding is from the federal government's Arctic Environmental Strategy.

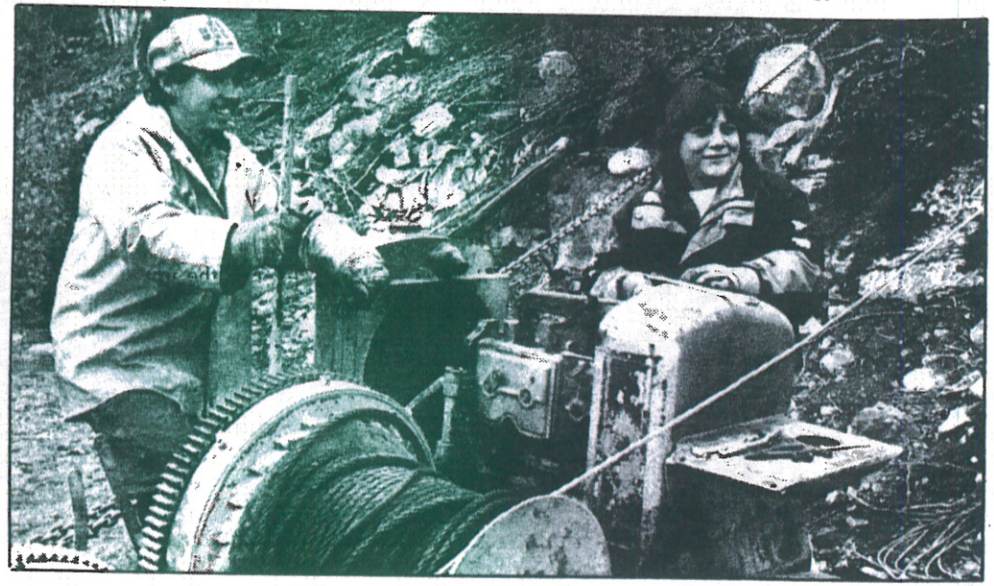


Photo courtesy of Peter Harmanthy

Two Metis Nation clean-up crew members

OUTPOST ISLAND

HISTORY

The claims were staked in July 1935 for Athabaska Syndicate by W. D. Brady, M. J. Shunsby, and H. D. Tudor, and were later acquired by Slave Lake Gold Mines, Limited. The claims were explored by N. A. Timmins Corporation, which held the property under option from November 1935 to March 1938. Work ceased at the latter date, and at that time the main (No. 1) shaft was about 450 feet deep, and drifts and crosscuts, opened on five levels, totalled about 1,700 feet. The mine was then abandoned and remained idle until it was reopened by Slave Lake Gold Mines, Limited, on September 5, 1940, with J. C. Byrne as manager. It was dewatered to the 200-foot level by November 17, and mining commenced on December 5, 1940. Erection of a 50-ton mill had begun in the meantime and milling started about February 1, 1941. Only gold was recovered at first, but on May 1, 1941, the recovery of tungsten concentrates commenced. The operators were handicapped by lack of working capital[1] and were, consequently, unable to do sufficient development work to maintain ore reserves. The mill was shut down on August 9, 1942, at which time the No. 1 (main) ore shoot was essentially exhausted between the 425-foot level and the surface. Underground work continued until the property was closed in October 1942. During this production period the efforts of the company were devoted chiefly to the recovery of gold; but some tungsten was recovered. The property was examined during the summer of 1942, on behalf of the Metals Controller, as a possible source of tungsten, then a metal in short supply. International Tungsten Mines, Limited, incorporated in 1942, acquired the property of Slave Lake Gold Mines, Limited, and optioned it to the Consolidated Mining and Smelting Company of Canada, Limited, during part of 1943. Philmore Yellowknife Gold Mines, Limited, incorporated in 1945, acquired the assets of International Tungsten Mines, Limited, in April 1946. So far as known, no significant work was done at the property between October 1942 and December 31, 1948.

PRODUCTION AND ORE RESERVES

The following production data were supplied by the Dominion Bureau of Statistics:

Year	Ore treated	Concentrates shipped	Gold (in bullion)	Gold (in concentrates)	Silver	Copper (in concentrates)	WO_3 (in concentrates)
	Tons	Tons	Ounces	Ounces	Ounces	Pounds	Pounds
1941	12,956	Not available	5,637	373	27	35,420	8,732
1942	7,368	297	3,172	723	48	77,443	18,968
Totals	20,324	.....	8,809	1,096	75	112,863	27,700

Reserve ore in place underground, as of September 1942, amounted to about 11,000 tons grading about 0·6 ounce gold a ton, 0·6 per cent WO_3,

[1] Slave Lake Gold Mines, Limited: Report to Bondholders and Shareholders for the Period Ending December 31st, 1941, p. 2.

MINING BITS

Mac Treilhard

Born again miners

What happens when you mix mining with forced labour, religious fanaticism, bad management and poor financing? The answer is found in the life of Slave Lake Gold Mine.

Slave Lake Gold Mine was discovered in the mid thirties during the first mining rush in the Yellowknife region. Situated on Outpost Island in the East Arm of Great Slave Lake, the mine showed enough promise to justify a three year program of development which saw a shaft sunk and various drifts and cross-cuts opened up before the operation was abandoned in 1938.

In 1940, the mine was reopened under new owners. The workings were pumped dry, a mill was built and production of ore commenced.

But when the mine reopened, World War II had been in prgress about a year with catastrophic consequences for gold camps. As one of the Allied powers, Canada needed metals essential to the production of war materiel — and gold was not numbered among such strategic metals. One after another, gold mines were shut down all across the country, and in Yellowknife only the Negus would remain open for the duration of the war.

The Outpost Island mine struggled to make ends meet for two years and appeared destined for yet another closure when in the spring of 1942 tungsten nearly doubled in price by rising from $12 to $20 a pound.

Now, it so happened that one of the by-products of the Outpost operation was tungsten, a strategic metal used in hardening steel. As a tungsten producer, the mine gained a new lease on life, and the Canadian Government diverted manpower and other resources to assist the operation of the mine. The future appeared bright and excitement at the Outpost site and among Yellowknife businessmen was great. How could a mine fail to be a success in the 1940's when it produced a metal critical in the manufacture of armour plating and artillery shells?

Well, aside from a marketable product, a profitable mine also needs competent management, adequate financing and experienced miners — all of which Slave Lake Gold Mine lacked.

In the first place, the mine had troubles with management. Just at the time the price of tungsten shot upward, a wheeler dealer call W.W. Davies out maneuvered the Board of Directors and assumed control at Outpost. A mere opportunist with little practical knowledge of mining, he succeeded in alienating most of the staff and steered the operation on a course toward disaster.

Then there was the problem of a shortage of investment capital. Working with antiquated and inadequate machinery, work underground and in the mill ground slowly to a halt.

Finally, the Outpost mine was being run without any real miners. The experienced men had long since been shipped to the fronts in Europe and North Africa. The only available workers were members of a religious sect — the Jehovah's Witnesses — who on refusing to join the military were first imprisoned and then released on condition that they work in war industries. So it was that a barge-load of young, able-bodied Witnesses were shipped north to the bleak little island in Great Slave Lake where they were expected to man both the underground and surface operations.

Many a mine has been called a "jackpot," but surely none has so deserved the title as that on Outpost Island. Picture the scene that must have confronted the onlooker: a manager with little more than a gift for blarney directing the labour of a crew of disgruntled religious fanatics who were compelled to work with machinery held together by bailing wire and who were being paid with cheques which were invariably returned with a big red stamp saying "NSF." A more ludicrous situation is difficult to imagine.

It goes without saying that Slave Lake Gold Mine's days were numbered. A short six months after emphasis was shifted from production of gold to that of tungsten, a mutinous staff and crew decided to abandon W.W. Davies and the mine. Lacking the cash to pay for transportation of the crew, the company left the employees to fend for themselves.

Desperate to quit the island before winter settled on the country, a determined French Canadian, Art Dion, marshalled the Witnesses and directed their efforts in the construction of a rough scow. An engine was torn from the compressor house and installed in the craft for power, and just as the first snow of the season fell in late October 1942, the workers sailed for Fort Simith, so ending one of the more ignominious chapters in NWT mining.

Mackenzie district mining activity

NOV. 1984

Claims Recorded	5,937.74 hec	14
Claims Lapsed	12,813.67 hec	214
Total Claims in Good Standing	1,680,126.33 hec	20,115
Transfers (claims affected)		265
Certificates of Work (claims affected)		54
Grouping Certificates		14
Individual Licenses Sold		6
Company Licenses Sold		5
Claim Tags Sold		28
Claim Sheets Sold		143

Directions for Applying

Johns-Manville
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furnished in sheets
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strip
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BESTOSIDE, bending the strip at right angles so that there will be a lap of approximately 4" on each side of the corner.

ASBESTOSIDE sheets should be applied white side out. We recommend that application of the sheets should commence at the top of the walls, near the eaves, by tucking 2" of the upper edge of the first tier of sheets under the finish or frieze board which is part of the cornice. We also suggest that a chalk line be first snapped against the boarding below the lower edge of the finish or frieze board. Additional chalk line marks also should be made, properly spaced according to the width of the sheets less the 2" lap, to ensure proper laps and symmetrical application of the sheets as the work progresses downward.

All vertical and horizontal laps shall be at least 2" wide.

In starting to apply the second course of sheets we recommend starting with a half-length sheet, alternating each course, as in laying bricks, which will ensure a block stone effect when completed.

When applying Johns-Manville ASBESTOSIDE, large headed, barbed, galvanized ¾" nails are required. It is very desirable that the nails should be driven in straight lines, both vertically and horizontally, setting back from the edge of the sheets ½", spacing them not over 2" at the vertical and not over 2½" at the horizontal joints. If the nails are driven carelessly, zig-zagging along the edge of the sheet, the symmetrical effect is lessened very materially. To insure prorer alignment in nailing, we suggest that a pencil mark be drawn along the edge of a light 4 ft. straight-edge set ½" back from the edge of the sheets.

If Pyramid Kaps are used instead of nails they should be placed ½" from exposed edges and butted. (See. Fig. D)

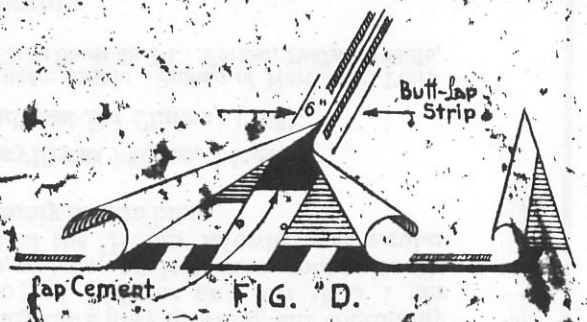


FIG. "D."

Applied Perpendicularly

it is desired to apply ASBESTOSIDE perpen- material in roll form 32" wide is to be used. to be cut from the roll not more than 10 ft. long. ils of application—strip, lapping, fastening, same as when the material is applied hort- esired, unplaned wooden battens, 3" to 6" applied over the laps of the finished job, e building a half timber stucco effect. The- be stained or painted as desired.

do not send lap cement for the joints, as not require it.

Co., Limited

VANCOUVER

and included rock that projects about 35 feet east-southeast from the vein; the northerly wall, corresponding with the inner side of the hook, dips about 60 degrees north-northeast. Southwest of the 'Hump' the attitude of the wall-rocks is not known. North-northeast of the 'Hump' the beds are parallel with the vein; those on the west wall are slate, those on the east wall greywacke. The southern half of the vein contains minor inclusions of rock, and the walls are sharp and commonly bordered by a few inches of sheared slate within which occur parallel quartz veinlets. The northern half of the vein comprises a zone of sheared slate, 2 or 3 feet wide, containing 10 to 50 per cent quartz as veinlets and irregular lenses. The quartz throughout the vein is mainly dark grey to white, and commonly well fractured. It contains white to red feldspar and less than 1 per cent of the metallic minerals pyrite, galena, chalcopyrite, sphalerite (?), and gold. Quartz from the pit south of the 'Hump' afforded spectacular specimens wherein the gold occurred mainly as thin films.

DeStaffany Tantalum Beryllium Mines, Limited

(Moose, Big Hill, Tan, and Best Bet Claims) (127)

References: Bureau of Mines, 1943b; 1944a; 1944c; 1945b. Bureau of Northwest Territories and Yukon Affairs, 1947a, Mineral Claim Sheet 85-I-1. Fortier, 1947a. Jolliffe, 1944a.

INTRODUCTION

The properties of DeStaffany Tantalum Beryllium Mines, Limited, include the Moose group of fifteen claims on the north side of Hearne Channel, in the east arm of Great Slave Lake, 72 miles east-southeast of Yellowknife; the Big Hill No. 2 claim 4 miles west-southwest, the Tan group of four claims 5 miles west-northwest, and the Best Bet No. 1 claim 5 miles northwest of the Moose group. They are accessible by aircraft, or by boat or tractor through Hearne Channel. Ramona Nos. 1 to 4 claims, staked west of Buckham Lake in 1947, are described elsewhere (123). G. D. DeStaffany is managing director. The following data are derived mainly from published and unpublished reports by A. W. Jolliffe, who visited the Moose and Tan groups in 1943; Y. O. Fortier, who examined the Best Bet No. 1 claim in 1945; and M. Meikle, who inspected operations on the Moose group in 1946 for the Bureau of Northwest Territories and Yukon Affairs.

HISTORY, PRODUCTION, PLANT, AND DEVELOPMENT

In July 1942, Moose Nos. 1 and 2 claims were staked on behalf of DeStaffany Tungsten Gold Mines, Limited, to cover scheelite occurrences found by G. D. DeStaffany and A. Greathouse. The following year the group was enlarged to include two pegmatite dykes carrying rare-element minerals. Three Tan claims were staked in July and August 1943 on behalf of the same company. The Best Bet No. 1 claim was staked in 1944. These properties, and the Big Hill No. 2 claim, were subsequently acquired by DeStaffany Tantalum Berryllium Mines, Limited, incorporated in 1945. By July 1946 a crew of six men were employed, a 5½- by 7-foot shaft had been sunk to a depth of 40 feet on Moose No. 11 or No. 12 claim, and a mill erected on Moose No. 11 claim at the shore of Great Slave Lake. The mill, designed to produce a tantalite-columbite concentrate,

Public Works Government Services of Canada

Contingency Plan: July 20, 1994

For Chemical and Petroleum Spills

Great slave Lake, N.W.T.
M.V. Hugh A. Young

Potential For Spills

Equipment:

1. M.V. Hugh A. Young - a) 20,250 litres diesel fuel.
   b) 410 litres lubricating oil (HD30)
   c) Household cleaning supplies; very small quantities.

2. Barge D.P.W. 261 - a) 67, 500 litres diesel fuel.
   b) 22 litres varsol.

3. Barge D.P.W. 263 - a) 4,920 litres gasoline.
   b) 3,690 litres Turbo B aviation fuel.
   c) 410 litres lubricating oil (HD30).

4. House Barge 274 - a) 1,350 litres diesel fuel.
   b) Household cleaning supplies; very small quantities

5. Barge D.P.W. 262 - a) 900 litres diesel fuel.

BG

Indian and Northern Affairs Canada / Affaires indiennes et du Nord Canada

LAND USE PERMIT
NORTHERN AFFAIRS PROGRAM

PERMIS D'UTILISATION DES TERRES
PROGRAMME DES AFFAIRES DU NORD

Permit Class – Permis categorie	Permit No. – N° de permis
A	N94X289

Subject to the Territorial Land Use Regulations and the terms and conditions in this permit, authority is hereby granted to:

Sous réserve du Règlement sur l'utilisation des terres territoriales et des conditions de ce permis:

D.I.A.N.D. - A.E.S./ACTION ON WASTE

Permittee – Détenteur de permis

To proceed with the land use operation described in the application of:

Est autorisé à entreprendre les travaux d'exploitation des terres décrits dans la demande de permis du:

Signature	Date
Scott Mitchell	July 19, 1994

Type of Land Use Operation – Genre de travaux d'exploitation des terres
Environmental Clean-up

Location – Emplacement
Outpost Island, DeSteffany, Thompson Landing, Arctic Star Lodge, N.T.

This permit may be assigned, extended, discontinued, suspended or cancelled pursuant to the Territorial Land Use Regulations.

Ce permis peut faire l'objet d'une cession, d'une prolongation, d'une cessation, d'une suspension ou d'une annulation, en vertu du Règlement sur l'utilisation des terres territoriales.

Dated at / Daté à: **Yellowknife, N.W.T.**

Engineer / Ingénieur: Jim Umpherson

This / Ce **27th** Day of / jour de **July**, 19 **94**.

Commencement Date / Date du début des travaux: **July 27, 1994**

Expiry Date / Date d'achèvement: **July 26, 1995**

NOTE

IT IS A CONDITION OF THIS PERMIT THAT THE PERMITTEE COMPLY WITH ANY OTHER APPLICABLE ACT, REGULATION, ORDINANCE, BY-LAW OR ORDER. DEFAULT HEREOF MAY RESULT IN SUSPENSION OR CANCELLATION OF THIS PERMIT.

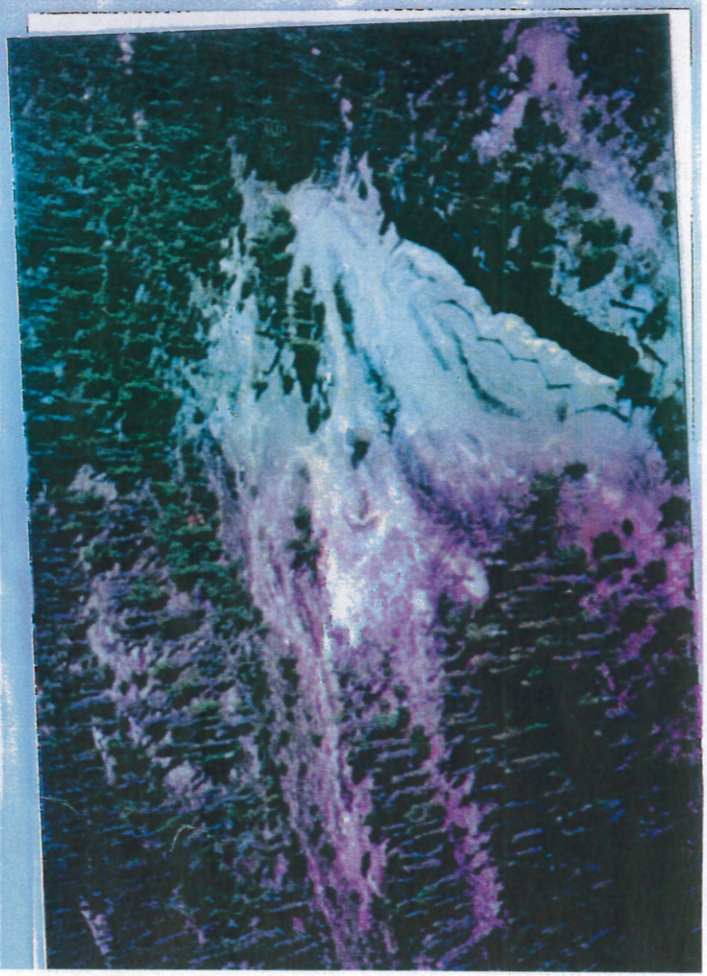
REMARQUE

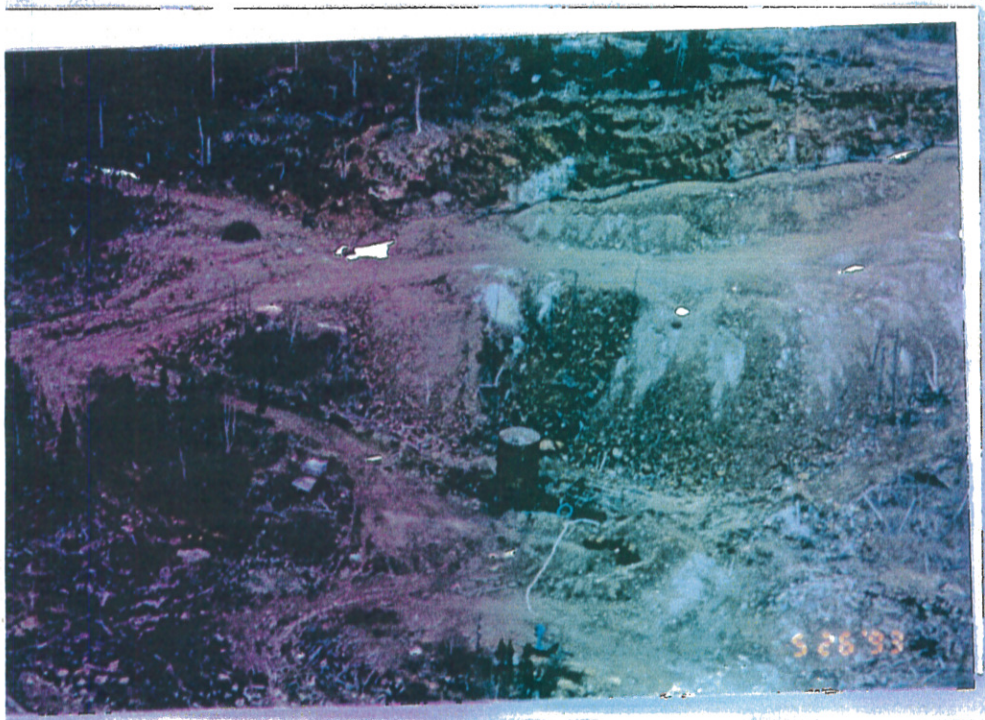
LE DÉTENTEUR DU PRÉSENT PERMIS DOIT SE CONFORMER À TOUT AUTRE REGLEMENT, LOI, DÉCRET, REGLEMENT MUNICIPAL OU ARRETÉ APPLICABLE. LE MANQUEMENT À CETTE OBLIGATION POURRAIT DONNER LIEU À LA SUSPENSION OU À L'ANNULATION DU PERMIS.

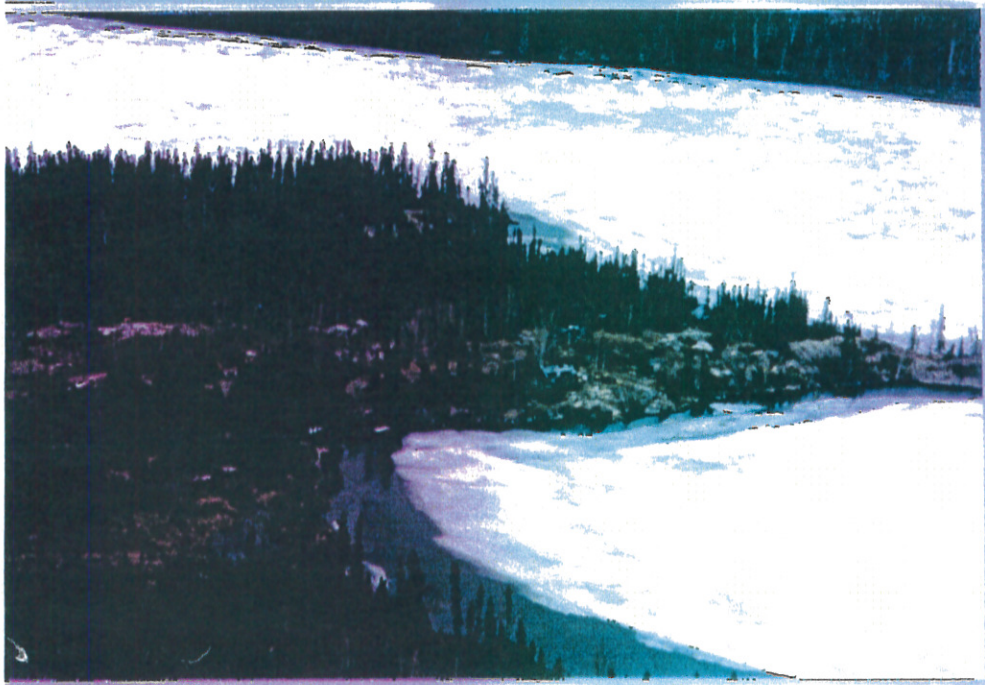
52-209 (4-90) 7530-21-036-3862

Canada

90





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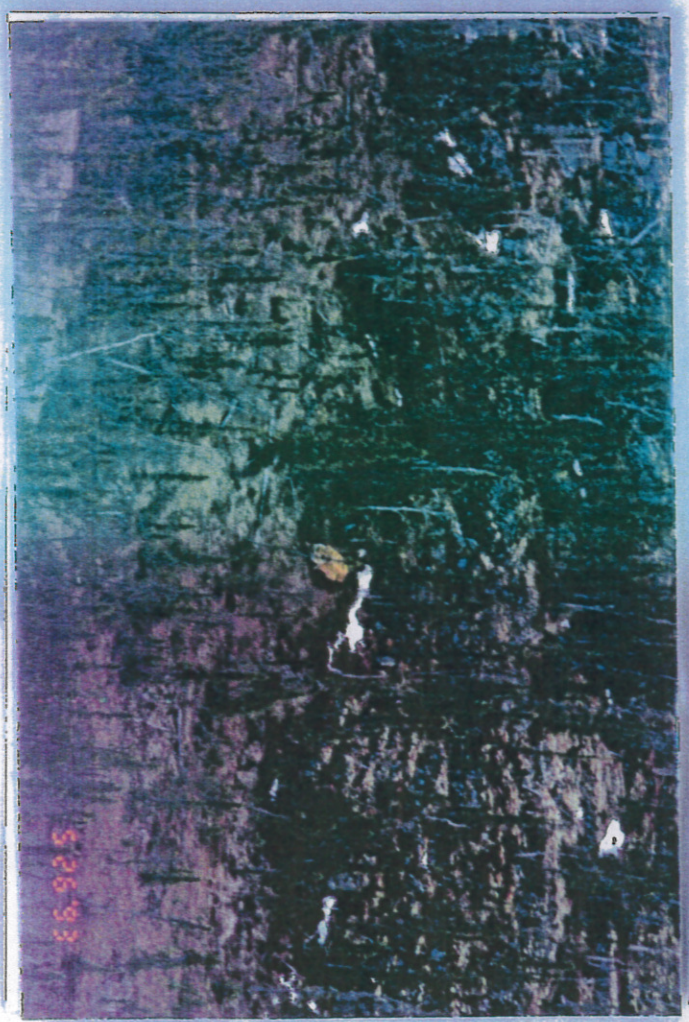
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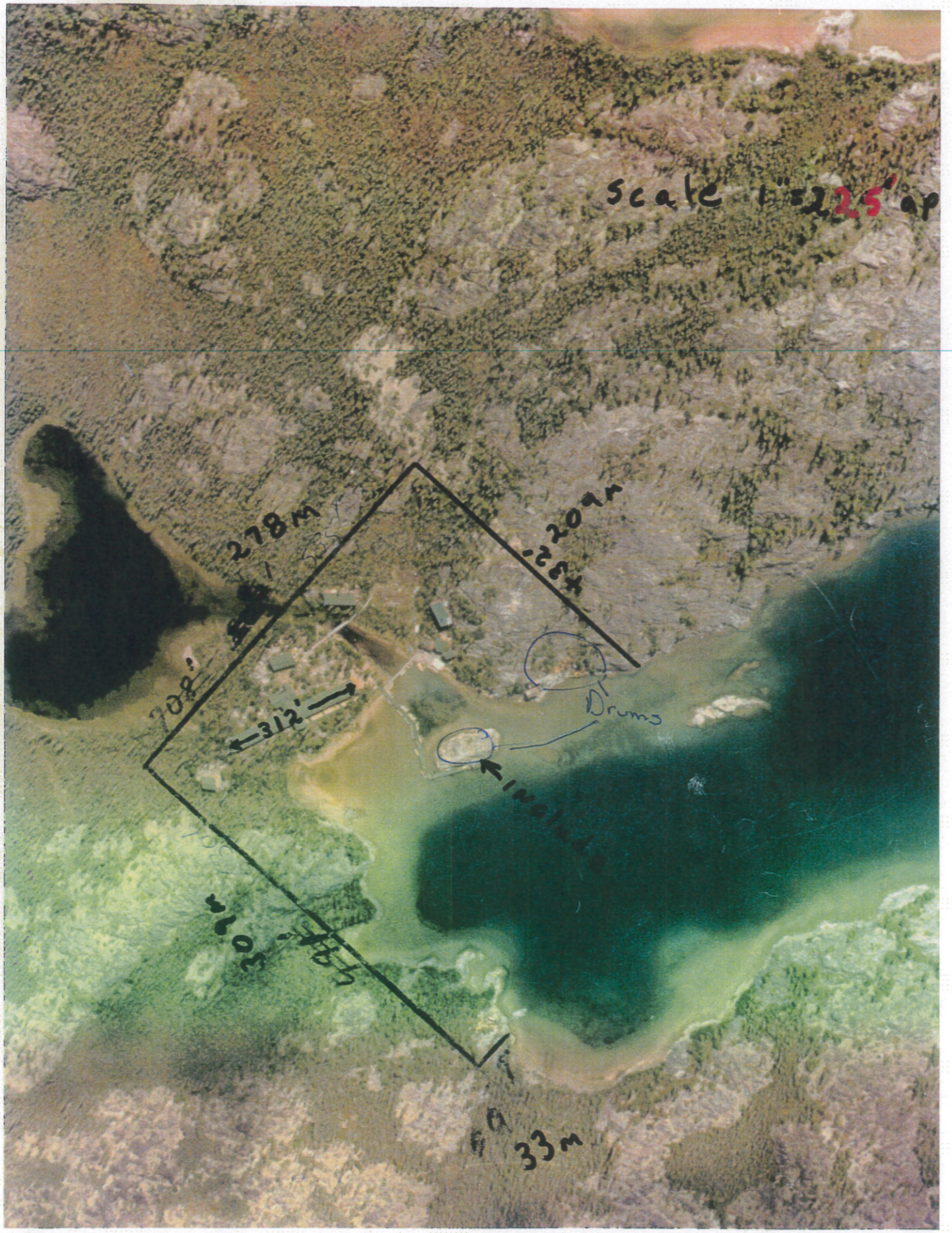
Scale 1"=225'
278m
220m
708'
312'
Drums
INSIDE
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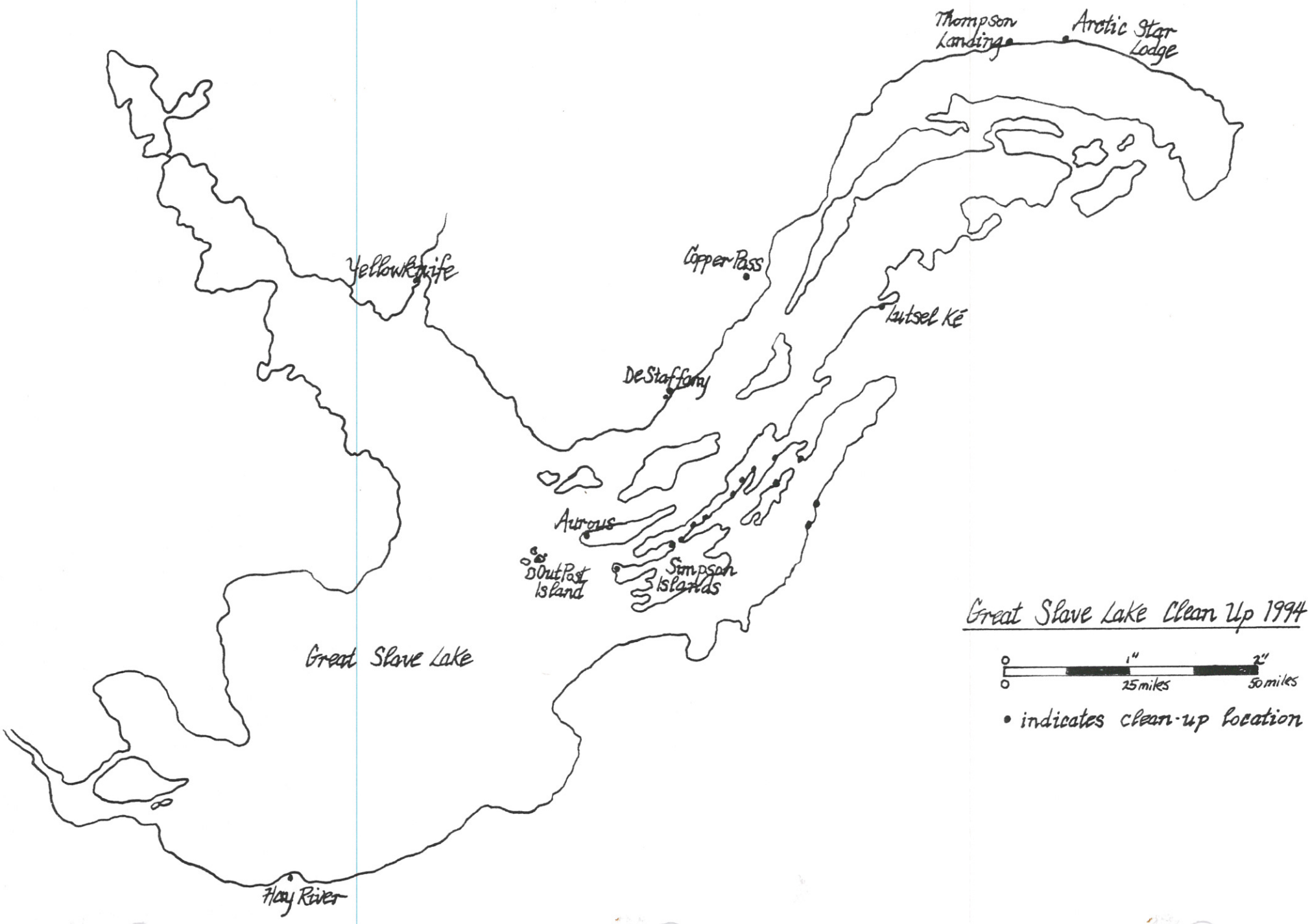
Thompson Landing
Arctic Star Lodge
Yellowknife
Copper Pass
Lutsel Ke
De Staffany
Aurous
Out Post Island
Simpson Islands
Great Slave Lake
Hay River
Great Slave Lake Clean Up 1994
1"
2"
25 miles
50 miles
• indicates clean-up location